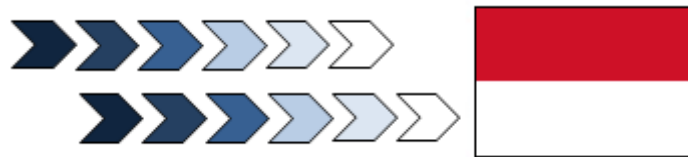


**DGCA Indonesia**

**CASR Part 121 - Amendment 8  
Flight Time, Duty Time and Rest  
Requirements**

September-2012



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## Forward

This document presents Flight, Duty Time Limitations and Rest requirements for Flight Attendants (Subpart P) and Pilots (Subpart Q) as established by the Indonesian DGCA under CASR PART 121, January-2012. I have also included an extract of Subpart A for those definitions that apply to the above mentioned subparts. The tables contained within the various subparts are meant for illustrative purposes only, and are not part of CASR PART 121.

## SUBPART A GENERAL

### 121.0 Regulatory Reference

This Civil Aviation Safety Regulation (CASR) Part 121 sets forth the implementing rules for Certifications and Operating Requirements for Domestic, Flag, and Supplemental Air Carrier as required by Aviation Law No. 1 Year 2009, Chapter VIII "Airworthiness and Aircraft Operations", Article 41, 42, 45, 46 and 47, and Chapter X "Air Transportations", Article 136.

### 121.7 Definitions and Abbreviations

The following definitions and abbreviations apply to those sections of Part 121:

Term	Definition
<b>Air Carrier/Air Operator/Certificate Holder</b>	Means a person who undertakes directly by lease or other arrangements to engage in air transportation.
<b>Air Transportation Service</b>	The operation for remuneration, including positioning flights, of any aircraft, which is listed on the air carrier's Air operating certificate.
<b>Captain (CA)</b>	A pilot qualified on an aircraft and responsible for the safe operation of that aircraft.
<b>Crew member</b>	A person assigned to official duty on board an aircraft.
<b>DGCA</b>	Directorate General of Civil Aviations
<b>First Officer (FO)</b>	A pilot qualified on an aircraft to perform the duties of second in command. May also be taken to mean co-pilot
<b>Flag Air Carrier</b>	An air carrier whose operations specifications authorize operations outside of Indonesia.
<b>Flight Attendant</b>	A crewmember who performs, in the interest of safety of passenger, duties assigned by the operator or the pilot in command of the aircraft, but who shall not act as flight crewmember.
<b>Flight Crew Member</b>	A crewmember assigned to duty in an aircraft as a pilot, flight engineer, second officer or navigator.
<b>Flight Duty Time</b>	The total elapsed period from the time a crewmember is required to report for duty, to the time that crewmember has completed all official duties with respect to a flight or series of flights and is released for an official crew rest.
<b>Flight Time</b>	The total elapsed time from the moment the aircraft first moves under its own power for the purpose of take off, until the time it comes to rest at the end of the flight.
<b>Large Aircraft</b>	Any aircraft having a maximum certified take-off weight, (MCTOW) of greater than 5700 kg (12500 pounds).
<b>Passenger</b>	Any person on board an aircraft during flight time, who is not acting as a crewmember.
<b>Person</b>	In respect of an air carrier, means any person who is an owner, or operator of an aircraft listed on that air carrier's operations specifications or, is otherwise acting as an employee or agent of that air carrier.
<b>Pilot Flying (PF)</b>	The flight crewmember who is manipulating the flight controls of an aircraft during flight time.
<b>Pilot In Command (PIC)</b>	A pilot assigned to act as the Captain of an aircraft.

<b>Term</b>	<b>Definition</b>
<b>Pilot Not Flying (PNF)</b>	The pilot who is performing tasks during flight time, in support of the pilot flying. May also be called Pilot Monitoring (PM)
<b>Required Day Off</b>	A period of time consisting of 24 consecutive hours, commencing at 0000 local time, in which a pilot, flight attendant or flight operations officer are free from all duties or contact by the company. A required day off is considered to be taken at a person's residence and is exclusive of any travel time between that person's residence, and the place where such person reports for, or is released from duty.
<b>Rest Period</b>	The period of time during which a crewmember is released from all official duty or contact by the company. This period must exclude all time spent commuting by the most direct route, between the company designated rest facility and assigned duty station and, a specified period of prone rest with at least one additional hour provided for physiological needs.
<b>Seating Capacity</b>	The maximum number of passenger seats authorized by, the type certificate, type approval, or other equivalent document.
<b>Second in Command (SIC)</b>	A pilot assigned to act as a first officer or co-pilot of an aircraft.
<b>Second Officer (SO)</b>	A pilot who is the holder of a commercial or higher pilot license and is endorsed on an aircraft type, as competent on the flight engineers panel and may act as a flight crewmember with respect to the flight engineer duties
<b>Supplemental Air Carrier</b>	An air carrier whose operations specifications authorize charter or all cargo operations.

**SUBPART P**

**FLIGHT OPERATIONS OFFICER QUALIFICATIONS AND DUTY TIME LIMITATIONS:  
DOMESTIC AND FLAG AIR CARRIERS; FLIGHT ATTENDANT DUTY PERIOD  
LIMITATIONS AND REST REQUIREMENTS: DOMESTIC, FLAG, AND  
SUPPLEMENTAL AIR CARRIERS**

**121.461 Applicability**

This subpart prescribes:

- (a) Qualifications and duty time limitations for flight operations officers for domestic and flag air carriers; and
- (b) Duty period limitations and rest requirements for flight attendants used in air transportation by domestic, flag, and supplemental air carriers.

**121.467 Flight Attendant Duty Period Limitations and Rest Requirements: Domestic, Flag, and Supplemental Air Carriers**

(a) For purposes of this section:

<b>Term</b>	<b>Definition</b>
<b>Calendar day</b>	means the period of elapsed time, using Coordinated Universal Time or local time, that begins at midnight and ends 24 hours later at the next midnight.
<b>Duty period</b>	means the period of elapsed time between reporting for an assignment involving flight time and release from that assignment by the domestic, flag, or supplemental air carrier. The time is calculated using either Coordinated Universal Time or local time to reflect the total elapsed time.
<b>Rest period</b>	means the period free of all restraint or duty for a domestic, flag, or supplemental air carrier and free of all responsibility for work or duty should the occasion arise.

- (b) Except as provided in Paragraph (c) of this section, a domestic, flag, or supplemental air carrier may assign a duty period to a flight attendant only when the applicable duty period limitations and rest requirements of this paragraph are met.
- (1) Except as provided in Paragraphs (b)(4), (b)(5), and (b)(6) of this section, no domestic, flag, or supplemental air carrier or commercial operator may assign a flight attendant to a scheduled duty period of more than 14 hours.
  - (2) Except as provided in Paragraph (b)(3) of this section, a flight attendant scheduled to a duty period of 14 hours or less as provided under Paragraph (b)(1) of this section must be given a scheduled rest period of at least 9 consecutive hours. This rest period must occur between the completion of the scheduled duty period and the commencement of the subsequent duty period.
  - (3) The rest period required under Paragraph (b)(2) of this section may be scheduled or reduced to 8 consecutive hours if the flight attendant is provided a subsequent rest period of at least 10 consecutive hours; this subsequent rest period must be scheduled to begin no later than 24 hours after the beginning of the reduced rest period and must occur between the completion of the scheduled duty period and the commencement of the subsequent duty period.
  - (4) A domestic, flag, or supplemental air carrier may assign a flight attendant to a scheduled duty period of more than 14 hours, but no more than 16 hours, if the air carrier has assigned to the flight or flights in that duty period at least one flight attendant in addition to the minimum flight attendant complement required for the flight or flights in that duty period under the air carrier's operations specifications.
  - (5) A domestic, flag, or supplemental air carrier may assign a flight attendant to a scheduled duty period of more than 16 hours, but no more than 18 hours, if the air carrier has assigned to the flight or flights in that duty period at least two flight attendants in addition to the minimum flight attendant complement required for the flight or flights in that duty period under the air carrier's operations specifications.
  - (6) A domestic, flag, or supplemental air carrier may assign a flight attendant to a scheduled duty period of more than 18 hours, but no more than 20 hours, if the scheduled duty period includes one or more flights that land or take off outside Indonesian airspace, and if the air carrier has assigned to the flight or flights in that duty period at least three flight attendants in addition to the minimum flight attendant complement required for the flight or flights in that duty period under the domestic air carrier's operations specifications.
  - (7) Except as provided in Paragraph (b)(8) of this section, a flight attendant scheduled to a duty period of more than 14 hours but no more than 20 hours, as provided in Paragraphs (b)(4), (b)(5), and (b)(6) of this section, must be given a scheduled rest period of at least 12 consecutive hours. This rest period must occur between the completion of the scheduled duty period and the commencement of the subsequent duty period.
  - (8) The rest period required under Paragraph (b)(7) of this section may be scheduled or reduced to 10 consecutive hours if the flight attendant is provided a subsequent rest period of at least 14 consecutive hours; this subsequent rest period must be scheduled to begin no later than 24 hours after the beginning of the reduced rest period and must occur between the completion of the scheduled duty period and the commencement of the subsequent duty period.

- (9) Notwithstanding Paragraphs (b)(4), (b)(5), and (b)(6) of this section, if a domestic, flag, or supplemental air carrier elects to reduce the rest period to 10 hours as authorized by Paragraph (b)(8) of this section, the air carrier may not schedule a flight attendant for a duty period of more than 14 hours during the 24-hour period commencing after the beginning of the reduced rest period.
- (10) No domestic, flag, or supplemental air carrier may assign a flight attendant any duty period with the air carrier unless the flight attendant has had at least the minimum rest required under this section.
- (11) No domestic, flag, or supplemental air carrier may assign a flight attendant to perform any duty with the air carrier during any required rest period.
- (12) Time spent in transportation, not local in character, that a domestic, flag, or supplemental air carrier requires of a flight attendant and provides to transport the flight attendant to an airport at which that flight attendant is to serve on a flight as a crewmember, or from an airport at which the flight attendant was relieved from duty to return to the flight attendant's home station, is not considered part of a rest period.
- (13) Each domestic, flag, or supplemental air carrier must relieve each flight attendant engaged in air transportation from all further duty for at least 24 consecutive hours during any 7 consecutive calendar days.
- (14) A flight attendant is not considered to be scheduled for duty in excess of duty period limitations if the flights to which the flight attendant is assigned are scheduled and normally terminate within the limitations but due to circumstances beyond the control of the domestic, flag, or supplemental air carrier (such as adverse weather conditions) are not at the time of departure expected to reach their destination within the scheduled time.

Scheduled Duty Period	Extra Attendants Required	Rest Period	Authorised Reduced Rest Period	After Reduced Rest	
				Compensatory Rest	Permitted Duty
<= 14:00	0	9:00	8:00	10:00	Not Applicable
14:01 to 16:00	1	12:00	10:00	14:00	14:00
16:01 to 18:00	2	12:00	10:00	14:00	14:00
18:01 to 20:00	3 *	12:00	10:00	14:00	14:00
<b>* International Operations Only</b>					

**Table 1 FA Rest Requirements and Duty Limitations**

- (c) Notwithstanding Paragraph (b) of this section, a domestic, flag, or supplemental air carrier may apply the flight crewmember flight time and duty limitations and rest requirements of this part to flight attendants for all operations conducted under this part provided that
- (1) The certificate holder establishes written procedures that
    - (i) Apply to all flight attendants used in the certificate holder's operation;
    - (ii) Include the flight crewmember requirements contained in Subpart Q of this part, as appropriate to the operation being conducted, except that rest facilities on board the aircraft are not required;
    - (iii) Include provisions to add one flight attendant to the minimum flight attendant complement for each flight crewmember who is in excess of the minimum number required in the aircraft type certificate data sheet and who is assigned to the aircraft under the provisions of Subpart Q as applicable, of this part;
    - (iv) Are approved by the Director and are described or referenced in the certificate holder's operations specifications; and
  - (2) Whenever the Director finds that revisions are necessary for the continued adequacy of the written procedures that are required by Paragraph (c)(1) of this section and that had been granted final approval, the certificate holder must, after notification by the Director, make any changes in the procedures that are found necessary by the Director. Within 30 days after the certificate holder receives such notice, it may file a petition to reconsider the notice with the DGCA. The filing of a petition to reconsider stays the notice, pending decision by the Director. However, if the Director finds that an emergency requires immediate action in the interest of safety, the Director may, upon a statement of the reasons, require a change effective without stay.



**SUBPART Q**

**FLIGHT AND DUTY TIME LIMITATIONS AND REST REQUIREMENTS:  
FLAG, DOMESTIC AND SUPPLEMENTAL AIR CARRIERS**

**121.470 Applicability**

This subpart prescribes flight time limitations and rest requirements for flag, domestic and supplemental operations.

**121.471 Flight Time Limitations and Rest Requirements: All Crewmembers**

- (a) Each air carrier shall relieve each flight crewmember engaged in scheduled air transportation from all further duty for at least 24 consecutive hours during any 7 consecutive days.
- (b) An air carrier may not assign a flight crewmember and a flight crewmember may not accept assignment to any duty with the air carrier during any required rest period.
- (c) Time spent in transportation that an air carrier requires of a flight crewmember and provides to transport the crewmember to an airport at which he is to serve on a flight as a crewmember, or from an airport at which he was relieved from duty to return to his home station, is not considered part of a rest period.

**121.472 Duty Time Limitations: All Crewmembers**

- (a) Except as provided in paragraphs (c), (d) and (e) of this section an air carrier may not assign a flight crewmember and a flight crew member may not accept an assignment where the flight crewmember’s flight duty time in any 24 consecutive hours will exceed 14 hours. For any aircraft that requires a flight engineer as part of the crew, a crewmember’s flight duty time may be extended to 15 hours.
- (b) Flight duty time is defined as the time between the time the crewmember reports for duty until the termination of the flight-
- (c) Where a flight crew is augmented by the addition of one pilot, flight duty time may be extended beyond 14 hours up to 16 hours if:
  - (1) A passenger seat for the off-duty pilot is available in the passenger compartment;
  - (2) The additional pilot occupies a flight deck observer seat during take-off and landing;
  - (3) The maximum flight deck duty time for any pilot is 12 hours; and
  - (4) Two hours are added to the required rest period prior to the next flight duty period

<b>Flight Crew Compliment</b>	<b>FDP Limit</b>	<b>Flight Time Limit</b>
CA/FO	14:00	9:00
CA/FO/FE	15:00	9:00
CA/FO/RP	16:00	12:00

**Table 2 Pilot FDP and Flight Time Limitations**

- (d) Where rest is taken during a flight duty period, flight duty time may be extended beyond the 14 hours in Paragraph (a) of this section if:
- (1) The air carrier provides the flight crewmember with advance notice of the split flight duty time;
  - (2) One-third of the flight duty time precedes the rest period;
  - (3) A rest period of at least four hours in suitable accommodation is provided;
  - (4) The flight crew member's rest is not interrupted by the air carrier during the rest period;
  - (5) The flight duty time is extended by one-half the length of the rest period referred to in (d)(3)), to a maximum of three hours; and
  - (6) The required rest period following the split flight duty time and prior to the next flight duty period is increased by an amount equal to the extension to the flight duty time.

Applied Break	Applied FDP Extension	CA/FO		CA/FO/FE	
		MAX FDP	Max FDP before Break	MAX FDP	Max FDP before Break
4:00	2:00	16:00	5:20	17:00	5:40
4:15	2:07	16:07	5:22	17:07	5:42
4:30	2:15	16:15	5:25	17:15	5:45
4:45	2:22	16:22	5:27	17:22	5:47
5:00	2:30	16:30	5:30	17:30	5:50
5:15	2:37	16:37	5:32	17:37	5:52
5:30	2:45	16:45	5:35	17:45	5:55
5:45	2:52	16:52	5:37	17:52	5:57
>= 6:00	3:00	17:00	5:40	18:00	6:00

**Table 3 Pilot Split Duty Limitations**

- (e) Where a flight crew is augmented by the addition of at least one pilot and a flight relief facility is provided, flight duty time may be extended beyond the 14 hours in Paragraph (a) of this section if:
- (1) The flight relief facility is classified as a “flight relief facility-seat”, and it meets the requirements of the DGCA, the flight duty time may be extended to 17 hours, in which case the maximum flight deck duty time for any pilot is 12 hours or;
  - (2) The flight relief facility is classified as a “flight relief facility-bunk”, and it meets the requirements of the DGCA, the flight duty time may be extended to 20 hours, in which case the maximum flight deck duty time for any pilot is 14 hours;
  - (3) A rest period equal to the length of the previous flight duty period shall be provided prior to the next flight duty period, which shall be at least 12 hours; and
  - (4) The maximum number of sectors that may be completed is three.

Flight Crew Compliment	Rest Facility	FDP Limit	Flight Deck Duty Limit
CA/FO/FP	Seat	17:00	12:00
CA/FO/FP	Bunk	19:00	12:00
CA/FO/SO/FP	Seat	17:00	12:00
CA/FO/SO/FP	Bunk	20:00	14:00

**Table 4 Pilot – Augmented FDP and Flight Deck Limitations**

- (f) Domestic Air Carrier; Notwithstanding the limitations prescribed in this section, where unforeseen operational circumstances occur beyond air carrier control, a flight duty period may be extended by up to 3 consecutive hours provided that:
- (1) the crew rest following the time overrun shall be extended by at least the amount of time equivalent to the overrun,
  - (2) the flight crewmembers involved are of the opinion that flight safety will not be

- adversely effected by the extended duty, and
- (3) the PIC submits a full report on the delays or circumstances surrounding the extension.

**121.475 Crewmembers on Reserve**

Where a crewmember is required to standby on reserve status, that crewmember must be given an opportunity to received not less than 8 consecutive hours of prone rest within each 24 hour reserve period, and;

- (a) during which rest period there has been no contact from the carrier, and
- (b) the crewmember has been given not less than 24 hours notice as to when that rest period has been scheduled.

**121.481 Flight Time Limitations and Rest Requirements: Two Pilot Crews**

- (a) An air carrier may schedule a pilot to fly in an airplane that has a crew of two pilots for nine hours or less during any 24 consecutive hours without a rest period during these nine hours.
- (b) An air carrier may not schedule a flight crewmember and a flight crewmember may not accept an assignment for flight time in air transportation or in other commercial flying if that crewmember's total flight time in all commercial flying will exceed:
  - (1) 1,050 hours in (any 12 calendar month);
  - (2) 110 hours in any calendar month;
  - (3) 30 hours in any 7 consecutive days;
- (c) An air carrier may not schedule a flight crewmember and a flight crewmember may not accept an assignment for flight time during the 24 consecutive hours preceding the scheduled completion of any flight segment without a scheduled rest period during that 24 hours of at least 9 consecutive hours of rest for 9 hours or less of scheduled flight time.

**121.483 Flight Time Limitations: Two Pilots and One Additional Flight Crewmember**

- (a) No flag or supplemental air carrier may schedule a pilot to fly, in an airplane that has a crew of two pilots and at least one additional flight crewmember, for a total of more than 12 hours during any 24 consecutive hours.
- (b) If a pilot has flown 20 or more hours during any 48 consecutive hours or 24 or more hours during any 72 consecutive hours, he must be given at least 18 hours of rest before being assigned to any duty with the air carrier. In any case, he must be given at least 24 consecutive hours of rest during any seven consecutive days.
- (c) No pilot may fly as a flight crewmember more than:
  - (1) 120 hours during any 30 consecutive days;
  - (2) 300 hours during any 90 consecutive days; or
  - (3) 1,050 hours during any 12 calendar month period.

**121.485 Flight Time limitations: Three or more Pilots and an Additional Flight Crewmember**

- (a) Each air carrier shall schedule its flight hours to provide adequate rest periods on the ground for each pilot who is away from his base and who is a pilot on an airplane that has a crew of three or more pilots and an additional flight crewmember. It shall also provide adequate sleeping quarters on the airplane whenever a pilot is scheduled to fly more than 12 hours during any 24 consecutive hours.
- (b) Each air carrier shall give each pilot, upon return to his base from any flight or series of flights, a rest period that is at least twice the total number of hours he flew since the last rest period at his base. During the rest period required by this paragraph, the air carrier may not require him to perform any duty for it. If the required rest period is more than seven days, that part of the rest period in excess of seven days may be given at any time before the pilot is again scheduled for flight duty on any route.
- (c) No pilot may fly as a flight crewmember more than:
  - (1) 120 hours during any 30 consecutive days;
  - (2) 350 hours during any 90 consecutive days; or
  - (3) 1,050 hours during any 12 calendar month period.
- (d) If half the crewmembers flight time during any 90 consecutive days is as part of a crew composed of two pilots and one additional crewmember then that crewmember is limited to 300 hours in any 90 consecutive days.

**121.489 Flight Time Limitations: Other Commercial Flying**

No pilot that is employed as a pilot by an air carrier may do any other commercial flying if that commercial flying plus his flying in air transportation will exceed any flight time limitation in this part.

**121.493 Flight Time Limitations: Flight Engineers and Flight Navigators**

- (a) In any operation in which one flight engineer or flight navigator is required, the flight time limitations in Section 121.483 apply to that flight engineer or flight navigator.
- (b) In any operation in which more than one flight engineer or flight navigator is required, the flight time limitations in Section 121.483 apply to those flight engineers or flight navigators.

**121.495 Flight time limitations: Deadhead transportation: airplanes.**

Time spent by a crewmember in deadhead transportation to or from a duty assignment is not considered to be part of any rest period.

<b>Cumulative Flight Time Limitations</b>			
<b>Period</b>	<b>Flight Crew Complement</b>		
	<b>CA/FO</b>	<b>CA/FO/SO or CA/FO/FE</b>	<b>CA/FO/SO/RP</b>
<b>7 Calendar Days</b>	30:00	N/A	N/A
<b>Calendar Month</b>	110:00	N/A	N/A
<b>30 Calendar Days</b>	N/A	120:00	120:00
<b>90 Calendar Days</b>	N/A	300:00	350:00
<b>12 Calendar Months</b>	1050:00	1050:00	1050:00

**Table 5 Pilot – Cumulative Flight Time Limitations**

<b>Pilot Rest Requirements</b>		
<b>Crew Compliment</b>	<b>Rest Requirement</b>	<b>Method</b>
CA/FO or CA/FO/FE (121.481)	min 9:00 rest within any 24:00 period	Look back Rest
CA/FO or CA/FO/FE (121.481)	min rest (9:00) at or before 9:00 scheduled flight time in any 24:00 period	Intervening Rest
CA/FO/SO (121.483)	min rest (9:00) at or before 12:00 scheduled flight time in any 24:00 period	Intervening Rest
CA/FO/SO (121.472(c))	For a FDP > 14:00 not less than 11:00	Required rest after a duty period
CA/FO or CA/FO/FE (121.472(d))	Split Duty beyond 14:00, Not less than 9:00 plus the amount of FDP extension beyond 14:00	Required rest after a duty period
CA/FO/SO/RP (121.472(e))	Not less than 12:00	Required rest after a duty period
CA/FO/SO (121.483)	18:00 rest after any flight that will exceed 20:00 flight time in any 48:00 period or 24:00 flight time in any 72:00 period	Required rest after a duty period
CA/FO/SO/RP (121.485)	Twice the total flight time within a series of duties	Required rest after return to base
ALL crew compliments	24:00 period free of duty within any 7 calendar day period	Look back Rest

**Table 6 Pilot – Rest Requirements**

## **Extract from ICAO Annex 6 – Attachment A**

### **4.4 The operator's responsibilities**

4.4.1 Operators should reflect in their operations manuals those elements of this example that are appropriate to the operations they undertake. If operations are planned that cannot be managed within the limitations published in the example, a variation may be requested. In this case, and before a variation is approved, an operator should demonstrate to the State of the Operator that the variation provides an equivalent level of safety and that objections on grounds of safety are taken into account.

4.4.2 Duty rosters should be prepared and published sufficiently in advance to provide flight and cabin crew members the opportunity to plan adequate rest. Consideration should be given to the cumulative effects of undertaking long duty hours interspersed with minimum rest, and of avoiding rosters that result in the serious disruption of an established pattern of working and sleeping. Rosters should cover a period of at least (\*) days.

4.4.3 Flights should be planned to be completed within the allowable flight duty period taking into account the time necessary for pre-flight duties, the flight and turn-around times, and the nature of the operation. Minimum rest periods needed to provide adequate rest should be based upon the actual operation.

4.4.4 In order to avoid any detriment to a flight or cabin crew member's performance, opportunities to consume a meal must be arranged when the flight duty period exceeds (\*) hours.

4.4.5 The operator should nominate a home base for each flight and cabin crew member, from where the flight and cabin crew member will normally start and end a duty period or a series of duty periods. The home base should be assigned with a degree of permanence.

4.4.6 The operator should not require a flight crew member to operate an aeroplane if it is known or suspected that the flight crew member is fatigued to the extent that the safety of flight may be adversely affected.

### **4.5 Flight crew members' responsibilities**

4.5.1 A flight crew member should not operate an aeroplane when he or she knows that he or she is fatigued or feels unfit to the extent that the safety of flight may be adversely affected.

4.5.2 Flight crew members should make best use of the facilities and opportunities that are provided for rest and for the consumption of meals, and should plan and use rest periods to ensure that they are fully rested.